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bility was only 3.5 km but later the sky cleared. At 9:30 a.m., 18 single-engine, low-wing monoplanes were seen in front of closed hangars number 1 to 4. Three biplanes were parked in front of open hangar to 5 which was empty. (1) This hangar was probably the repair hangar since work was being done on the engines of individual aircraft in front of it up to and after 5 p.m.  2. The single-engine, low-wing monoplanes had an in-line engine, a three-bladed propeller, a single-strut landing gear slightly bent outward which retracted rearward after turning 90 degroes, and the wheels were fitted on the outside. The plane had thick double-transcoldal wings and rounded wing tips. Two cuns, about 50 to 35 mm, pointing to the front, were fitted at the side of the propeller disk, and one rotatable heavy machine gun operating to the real was in the cockpit. The high cockpit had two seats in tendem. An antenna mast was on too of the front section of the cockpit and a small directional loop antenna was on too for the frustlage, just in front of the cockpit. The rump of the fuselage was small, the tail wheel rigid, the single rudder assembly snade-shaped, and the clevator assembly was in the shape of a double trapscold, a nitot tube was on the right wing. The landing flaps extended from the ailerons to the fuselage. The cockpit braces were about 4 to 6 cm thick. The upper section of the plane mas painted grass green, and the lower section light blue. The national insignia was on the fuselage, on the underside of the wings, and on the rudder assembly. There were different markings on the planes. (1)  3. There was continual flying between 9 c.m. and 3 p.m. on 4 January. The take-off point was set up near the flight control station with the control tower. A red fire truck, two or three tank trucks, three or four passenger cars and trucks, and about 60 to 60 nen were at the take-off point.  Plying observed included:		The Justerbog-Altes La	nger (№ 58/% 69 .m. and 5 p.m.	, dillinear as observed	r v c c l
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The take-off point was set up near the flight control station with the control tower. A red fire truck, two or three tank trucks, three or four passenger cars and trucks, and about 60 to 80 nen were at the take-off point.  25X1  CLASSIFICATION  Tlying observed included:  CLASSIFICATION  Document No.  Declassified  Declassified		tandem. In antenna ma cockpit and a small di fuselage, just in from was small, the tail wh shaped, and the clevat trapezoid. In pitot tu extended from the aile were about 4 to 6 cm t painted grass green, a tional insignia was on wings, and on the rudde	st was on ton of rectional loop t of the cocky; eel rigid, the or assembly was be was on the prons to the fushick. The uppend the lower as	of the front section antenna was on top it. The rump of the single rudder assens in the shape of a right wing. The lar selage. The cockpit er section of the place of the resident himselage.	of the of the efuselage ably spade- double ading flaps braces ane was
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a. Formations of 3 planes flying in scuadron formation. The planes flew at an altitude of about 1,500 meters. The flights lasted from 50 to 70 minutes. The take-offs and landings were made on the runway from which the snowmas removed. Fore than half of the runway was used for the take-offs. Ifter the landing, all planes taxied back to the end of the runway. All manes had a weapon pointing upward and to the rear, a red propeller hub,

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- b. Local flights were made by a plane with extended landing gear.

  The plane had a red propeller hub, but no meason pointing upmard and to the rear,

  There 25X1
  mere, how ver, three vertical, white stripes on the fuselage. (2)
- c. Instrument flying with three aircraft. Circles were flown at an altitude of about 1,500 to 2,000 meters and about 8 to 10 km from the airfield. Sometimes the flichts were made above the thin cloud layer. One plane had a white propeller hub, but no meanon pointing upward and to the rear, \_\_\_\_\_\_ 25X1 \_\_\_\_\_\_ The leading edge of the rudder assembly was painted white. (2)
- 4. Radio installations observed at the field included:
  - a. In antenna mast, about 7 to 9 meters high and braced on all sides, located about 350 meters north of the mestern end of the runway. Two trucks were next to the mast. There was a woods just north and west of the mast.
  - b. Four masts approximately 5 meters high and arranged around a mondan cabin about 2 meters high, located on the southern edge of the field.
  - c. Several construction sheds of the firms which had constructed the buildings at the field, were east of the railroad line, in the eastern extension of the runway. They were about 550 meters from its end. Oneof these temporary buildings was occupied by a detail of about 6 to 8 men who were blue enaulets. On top of this building was a rod antenna about 5 to 4 meters high, probably a radio installation serving as a landing beacon.
  - d. I radio truck, which had a rod antenna about 3 to 4 meters high, was approximately 200 meters south of the eastern end of the runway. (3)
- 5. Some narrow-cause railway tracks and 12 or 14 dumpears were seen at the western end of the runway. I small hill, about 4 meters high in the extension of the runway, was being leveled. I strip of forest about 550 meters farther west was being cleared. It was about 500 meters long. (4) Building material and equipment of the construction firms was still stored on the eastern edge of the field.
- 6. The row of spotlights, previously seen along the northern edge of the runway, was no longer there.

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	7.	The dump, probably an underground fuel dump, in the southeastern corner of the field, was fenced-in and guarded by a sentry. A sour track led to the dump. Two sentries were nosted near the building materials on the eastern edge of the field. The two-story house on the southern edge of the field, which was evacuated by civilians, was now occupied by the guard detail of the field.
1	B.	Two spur tracks led to the field. A train of 22 boxcars and one passenger car, without a locomotive, was on the classification track of the Altes Lager railroad station. Approximately 12 soldiers were standing there. They were red-bordered black epaulets. Seven motor vehicles, including truck loaded 25% with coal, radio truck and truck were seen 25% at the entrance to the field. (5) A truck 25% was seen at the field.
	Ę	Comments.
	(1)	The number of aircraft observed does not indicate the total occupation of the field. Other aircraft were probably parked in the four hangars. The description of the single-engine, low-wing monoplanes indicates that they are JL-10s. According to the observation of 11 January 1951, two ground
		attack regiments are stationed in Jueterbog. For layout sketch of airfield
	(2)	The same aircraft markings were previously observed on aircraft of the ground attack regiment stationed in Staaken in the summer of 1950. Nost aircraft of this regiment, however, had the unper edges of their rudder assemblies painted red. The markings resorted in paragraphs 2b and 2c have not been previous-
		ly observed. The two regiments stationed in Jueterbog had the upper edges of the rudder assemblies painted red or blue. It is
	(3)	nossible that the markings have been changed. The radio installations are reported for the first time. The installation in paragraph 4b seems to be Adcock DF. Another in addition to the fighter units, the
		ground attack units rely on DF stations to establish their positions. The radio installation in paragraph 4c is possibly a
	(4)	landing beacon. To date, landing beacons have only been seen on airfields occupied by fighter units.  Since the charing of the strip of woods is not necessary for the flying of the aircraft with which the ground attack regiments are now equipped, it is believed that either the ground attack regiments are to be equipped with other types of aircraft, or the 25% regiments are to be equipped with other types of aircraft, or the 25% regiments are to be equipped with other types of aircraft, or the 25% regiments.
	(5)	airfield is to be prepared for future use by other units.

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